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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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with which is incorporated the
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Hongkong Daily Press.

ESTABLISHED 1857

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FOR 1906.

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11.00 a.m. to 1.00 p.m. ... Every 10 min
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes
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Hongkong, 19th October, 1906.

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MARRIAGE.

On September 11th, at Anderson Parish Church, Glasgow, EDWIN RICHARD HALL, of the Hongkong Civil Service, to EVELINE WILSON, of Glasgow.

HONGKONG OFFICE: 10A, DES VUEX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 19TH, 1906.

The trade of French Indo-China in 1905 is the subject of one of the more interesting of the large number of blue books that annually reach us about this time. Mr. Consul CARLISLE is very thorough in his methods, which cannot be said for all his consular contemporaries, but he has had the advantage of approaching it as a new task. This happens to be the first report by a Consul for Indo-China, and there were no data available for making the comparisons that are usually so useful in these reports. Taking exchange at twenty-five francs to the sovereign, Mr. CARLISLE tells us that the total value of Indo-China's foreign trade last year was registered by the Customs as £17,614,932, of which, excluding treasures, exports represented £6,750,306, and imports £10,182,411. It is necessary, in order to get a correct idea of the importance of Indo-China's trade, to further deduct £1,224,645 as the value of goods merely passing through, which leaves us with a total of about sixteen and a half millions sterling. Even then an important growth is observable, the net figure for 1904 being £15,450,728, or about six per cent less. Exports look less, but that is because the export of rice in 1904 was abnormal. The increased imports are attributed to the much greater prosperity of the people. Of the exports, including treasure, quite

£4,880,370 worth were indigenous products, and it is interesting to note that Hongkong took the largest share, £1,766,922, the amount destined to France or French colonies being £1,290,516. China and Japan took £346,536 worth. Re-exports are, of course, excluded, otherwise these figures would be larger still. It is stated that the great bulk of re-exports come to Hongkong, China, and Japan. The chief export (more than half) is always rice, of which last year the quantity went out was given by the Customs as 625,750 tons, most of it grown in the country. Direct exports to the United Kingdom and Germany consisted of fifteen thousand tons of rice flour and dust. The tin figuring with next importance in the list of exports is really a re-export, coming originally from Southern Yunnan, and generally consigned to Hongkong. During 1905 there thus came 4,578 tons, valued at £553,915, including a small contribution of native ore. Fish products were valued at £534,823, Singapore and Hongkong being the chief consumers. We note further that the Colony also manufactured £20,446 worth of cotton yarn for Yunnan, besides re-exporting £401,000 worth of Indian yarn that had passed through Hongkong dealers' hands. Of the large coal exports, 222,651 tons, 199,888 tons were mined in the country. For the cultivation of raw cotton, now being encouraged with some show of success, there is a scarcity of labour. At present Cambodian cotton costs from ten to twenty per cent more than Indian and is mainly bought for Japan, by Hongkong. It is longer stapled and better quality, but not so good as American. The Tonkin mills prefer to buy the cheaper Indian cotton. Rubber, as everywhere just now, is receiving special attention. In Indo-China producing last year 387, tons worth £97,150. At present the wasteful methods of savage collectors are still followed, but the Government is trying to introduce the proper way. These, only a few selections from the long list of valuable productions, help to show the wonderful resources of the country. We may now turn to the way in which the natural wealth is expended. Of imports from neighbouring countries, which neither France nor any other western nation can supply, may be noted £271,000 worth of opium, £137,600 worth of fruits and seed from China, £52,400 worth of meat, hides, raw silk, birds' nests, &c., from Hongkong, China, and Siam, £13,700 worth of live sheep and pigs from China, besides betelnut, fresh vegetables, and other luxuries. China also sends medicines, pottery, paper, shoes, fireworks, and so on. Of the demand in which European countries may take interest, France or her colonies supplies 44.19 per cent, thanks to a protectionist tariff. In spite of the severe import duties levied on foreign goods other than French, Hongkong gets in £2,479,818 worth, and the United Kingdom (which with India appears to contribute most largely to Hongkong's quota) £141,392 worth, or say fully 25 per cent of British imports. Concerning the much talked of railway to Yunnan, and the cotton yarn trade, Mr. CARLISLE says the Tonkin mills are hoping to increase their share, but that freight on their Indian raw cotton and the high price of labour handicap them. Indian yarn following the usual route to Yunnan, from Hongkong to Haiphong, must pay for manipulation and warehouse charges, as well as French transit dues amounting to about five per cent of the value. Hongkong Chinese take tin generally in exchange for their yarn, and Yunnan's purchases are largely paid for in opium. The French authorities are gradually substituting Yunnan opium for the Indian drug, and making a good thing out of the monopoly. Dozens of other interesting facts, such as that the Annamites regard an umbrella as an emblem of respectability, and bought 312,039 from France and 24,935 from Hongkong, are to be found in this very interesting book, which costs only two pence.

The relief drafts for Hongkong are due to arrive on Dec. 26th.

We learn from a London correspondent that a Dr. Saunders and three Sisters have been engaged for the Sharp Memorial Hospital.

During the third week of September the King was the guest of Mr. and Mrs. Arthur Sassoon at Adia, Morayshire, where His Majesty enjoyed some shooting.

Captain William Roberts, master mariner, presented a vicious coolie for refusing to accept hire. Mr. Hazland convicted the defendant and imposed a fine of \$3.

Yesterday an Indian was killed by a fall of earth at the cutting which is being made for the Kowloon-Canton railway at Talkoktui, and two coolies who were injured were removed to hospital.

At last the owners have directed their attention to the refloating of the s.s. *Keweenaw*, which vessel sank off the Kowloon wharves during the typhoon of September 18th. Yesterday the salvors were hard at work.

The s.s. *Isaba Maru* which arrived in port yesterday brought seven recruits for the local police. It is stated that the "men of the old brigade" extended their sympathy and informed the newcomers of the high price of the dollar.

The ships which go out of commission next year on the China Station are: *Diadem*, Captain Herbert W. Savory, M.V.O., and the *Flora*, Captain Hubert Grant Dalton, in March and July respectively. The squadron is said to be improving in gunnery.

Early this month there was to be held, under the auspices of the German Government, the first International Wireless Telegraph Conference. The delegates were to include representatives from all the leading European countries, and also from Japan and the United States.

A coolie working at Chek Tong Tsui met his death on Wednesday night. He was ascending a plank placed sloping from the ground to the top of a masted, when he stumbled and fell a distance of about eight feet to the ground. He alighted on his head and was killed instantly.

If the expectations of those concerned with the refloating of the s.s. *Keweenaw* are realised, she should be in the harbour this morning. Yesterday she was drawn about 25 feet closer to deep water, and was still being drawn seaward when the vessel which brought the glad tidings left the scene of operations.

An Indian gave a mild shock to many people in the vicinity of Blake Pier on Wednesday. He dropped and went into the water in an entirely nude condition. A policeman approached him and when the Indian appeared before Mr. F. A. Hazland at the Magistrate's yesterday charged with bathing from a public landing place he was fined \$5.

It will be news to a good many people (says the "County Gentleman") to know that bananas flower and fruit in the open air in England. Yet they are to be found flourishing famously in several of the best Cornish gardens, notably at Risskill, a charming place near Falmouth, where the fruit ripens in excellent condition.

A considerable number of members of the "Peace Congress" now meeting at Milan advocate a compulsory reduction of armaments, proportioned to the importance of each country. It will be proposed at The Hague Conference by the United States that the action of any country in going beyond this fixed limit should be considered as a *casus belli* by neighbouring countries.

A junk master recently arrived in port placed a cargo of cotton yarn which he had secured from a despatch in the hands of four Chinese brokers for disposal. The first man was arrested and charged with being in unlawful possession of the yarn, which they intended to ship to Canton. Mr. Hazland convicted them and ordered them to pay a fine of \$100 each, the alternative being two months' imprisonment with hard labour.

The sampan community apparently anticipated a quick change in the weather yesterday morning. Though no storm signal was hoisted or the approach of a typhoon indicated, most of the craft were under way before nine o'clock for Causeway Bay. The fresh breeze under which so many sampans bristled along did not satisfy numbers, who obtained the assistance of launches to take them to a place of shelter. Evidently the sampan people are taking no risks. Nothing happened yesterday to justify their action.

It is confirmed that a British company has established a line to compete for the traffic from Hamburg to East Asia, and possibly East Africa. The line, which has been formed by a London shipping company possesses thirteen steamers. Regular sailings are already announced from Hamburg to the French Indo-China, Manila, Java, China, Japan, and Dairen, and eventually to Port Arthur, Vladivostok, and Nikoljevsk, and also to Madagascar, Reunion, and Mauritius. The first sailing will be from Hamburg on October 21st.

Is the greatest protection against cold? A correspondent of the "Daily Graphic" mentions the case of two old retired Army officers, who spent years in India. "One never wears a greatcoat, even in the depth of winter; the other does. The latter suffers from colds and occasional bronchial attacks; the former never does. When they meet at the Zoo on Sundays, the former facetiously tells his friend that he looks cold, and advises him to go home and put on a few more greatcoats. The other retortifies by advising the critic to go and get his overcoat out of pawn."

The *National Zeitung* states that a special Royal train passed through Berlin at three o'clock one morning last month, under mysterious circumstances. The whole staff of all the railway stations in and near Berlin turned out and guarded the approaches to the railway during the progress of the train through the capital. The train came from the Russian frontier, and it was travelling on the main line to Cologne. The *National Zeitung* adds that the train conveyed several Grand Dukes of the Imperial family. The *Berliner Zeitung* tells a similar striking story, but adds that there were no fewer than ten Grand Dukes and Grand Duchesses on board the mysterious special train, which was on route to Brussels and Paris.

Although the sloop *Merlin* has been commissioned for survey service by Captain J. F. Parry for duty on the China Station, she is not yet (September 21st) ready for sea, a good deal of the internal arrangements having to be completed yet at Sheerness. It is expected that she will be completed early in October, after which she will go through the usual trials before leaving for Hongkong. Her cost will cost about £10,000.

Shipbuilders who are beginning to think about next year's work do not altogether see their way. Long since there were signs that the shipbuilding boom, if it may be so called, was approaching its end. Inquiries for new tonnage are restricted, and orders are even more scarce. The truth is that building has been more than a little overdone. When a revival came some time ago, and orders were rather freely given by those who really wanted new ships, the speculative builder came in on the flood, and today he is not the happiest person in the world if the tonnage which he ordered is ready for delivery. Very often if he can sell at all he can only do so at a substantial loss. But the shipbuilding output for the year will extend to remarkable figures, and as the industry has had a very good time of late, it is not worth while to make too much of the troubles that seem to be looming ahead.

The world is about to witness a new and remarkable departure in University education. According to the New York correspondent of the "Daily Mail," the dressmakers of the Empire City propose to found a dressmakers' College, which is to develop later into a full-blown "University of Modes." The more modest "College" is to open, in November next, in Fifth Avenue, when "professors and lecturers will elucidate the higher mysteries," and will lecture, not only on "colour harmonies, contrasts, the chiroscuro-artistic values of various classes of materials," and so forth, but also on anatomy, the historical evolution of fashions, and the biographies of famous modistes and leaders of fashion. We should rather like to attend that last course. The object of the scheme is to cut out Paris (dressmakers should understand the art of cutting out) and to make New York the most scored city of fashion in the world. "It's a charming programme, and we can only say, with Mr. Mantalini (who should certainly have an honorary degree conferred upon his immortal memory), "Demolition sweetness!"

A sensational case was tried in the Central Criminal Court on Sept. 18th when Mrs. Matilda Stanley, for some time organist at the daily service at Hatfield House, the seat of the Marquis of Salisbury, was charged with maliciously publishing a false and defamatory libel of and concerning Lady Gwendolen Cecil, Lord Robert Cecil and the Rev. Lord William Cecil were in court. The libel complained of was published in two pamphlets, in which imputations against Lady Gwendolen Cecil and a former chaplain at Hatfield House were made. The defendant alleged that the percentage of a child had been infamously attributed to her. Counsel stated that the libels were the outcome of a series of wild statements and wild attacks against all sorts of people, extending over a great number of years, and Lady Gwendolen Cecil, who was called, denied that there was any truth in the allegations. The defendant pleaded the fullest justification for the statements she had published. The jury found the defendant guilty, and a sentence of six months' imprisonment was passed.

Even those who are tired of taking off their hats to the American girl must be persuaded to do homage just once more. Miss Mary MacDonald, if her fact be correctly reported, has treated her intended bridegroom to justice which is magnificent though it be feminine. On the eve of the wedding she learned that the man had forsaken a girl in humble circumstances. Having invited him to the house, she declared that the ceremony must take place at once. Delighted, he agreed. The moment arrived when they two were to be made one. Then—and not till then—was a curtain drawn aside and the other girl appeared as the bride. Miss MacDonald acted as bridesmaid, and the groom, having been married to the wrong—or rather the right—girl, was "conducted to the door and turned out of the house"—as we should say more vulgarly, "kicked out." This was true drawing-room drama. We might have had misgivings over the consequences, but Miss MacDonald appears to have arranged everything. The wife remains in her care; the husband has disappeared. Complete justice can no longer be claimed by man. Woman has shown that she too can attain it.

THE VOLUNTEER CAMP.

Yesterday was another busy day at the camp. The most interesting practice in the handling of the guns is continued, and the men certainly shape better at their work.

On Wednesday night the fire alarm sounded about eleven o'clock. Many of the Volunteers were asleep but all sprang from their beds and rushed to the square where they paraded in pyjamas and slippers, one brave youth stepping along briskly barefooted. The turnout was deemed satisfactory and the men were soon after dismissed.

THE ATTORNEY-GENERALSHIP.

It has now been definitely decided that Mr. H. H. J. Gompertz, First Police Magistrate, shall not be Attorney-General on the retirement of Sir H. S. Berkeley, K.C., at the end of this month. Mr. A. G. Wise, whom we previously mentioned as the probable successor, will retain his present position of Police Judge. Mr. Gompertz, who attended at the Sessions yesterday with a view to getting an insight into the work, will take over his new duties on November 1st.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FRENCH NAVAL DISASTER.

LONDON, October 18th.

The French submarine *Lutin* lies sunk off Bizerta, Tunis, in twenty fathoms, with her crew of sixteen aboard. Their rescue is not hoped for.

FIRE AT SHANGHAI.

SHANGHAI, October 17th.

The new cable building on the Bund here was discovered to be ablaze at mid-day.

The unfinished upper storeys suffered considerable damage, and the opening of the premises will now be delayed for several months.

The losses are insured with Hongkong and Copenhagen companies.

SHANGHAI'S IMPORTANCE RECOGNISED.

SHANGHAI, October 17th.

At the instance of Sir John Jordan, the Government agrees that the commercial attaché may spend a portion of each year henceforward at Shanghai.

[* Delayed delivery.]

[EDITOR'S SERVICE.]

THE HOHENLOHE MEMOIRS.

LONDON, October 18th.

Prince Alexander von Hohenlohe, who is responsible for the publication of his father's memoirs, after a long interview with Prince Buelow, has resigned his office of Sub-Governor of Alsace.

ITALY.

LONDON, October 18th.

The Italian newspapers indicate that the Government is resolved to expend large sums on the army and navy, especially in the purchase of new field artillery from Krupp.

FRENCH AMBASSADOR TO JAPAN.

LONDON, October 18th.

M. Gerard, one of the most able and experienced French Diplomats, will sail for Tokyo immediately.

THE KRUPP WEDDING.

LONDON, October 18th.

On the occasion of Miss Krupp's wedding, £130,000 was distributed for the benefit of the employees of the Krupp works. The Kaiser in a characteristic speech at the wedding, said he hoped that Krupps would continue to furnish Germany with the world's best guns, for offence and defence.

TEA POSITION.

LONDON, October 18th.

The imports of tea into the United Kingdom in the eight months ended August 31 were unusually large, amounting to 178,492,000 lbs., as compared with 159,707,000 lbs. in the corresponding period of 1905. The great increase of over 18,000,000 lbs. was accounted for by the fact that the arrivals in 1905 were unusually low, but if comparison is taken back to 1904 it will still be found that the figures show considerable increase, for the imports of that year amounted to 158,195,000 lbs. It is satisfactory to find this considerable rise in the supply has been met by a corresponding demand, for home consumption increased over 10,000,000 lbs. to a total of 178,438,000 lbs., and exports expanded to almost the same extent at 34,176,000 lbs. The growth in the home consumption is especially favourable, as the figures for the corresponding period of 1905 showed a decrease when compared with 1904. Perhaps, however, the most hopeful feature is the rise in the exports, for in this direction British grown tea finds a wider market than the present highly developed market at home can be expected to afford. A great deal of the growth in these exports is due to Russia, which took no less than 7,377,000 lbs. of Indian and Ceylon tea in the eight months as compared with 2,877,000 lbs. in the corresponding period of 1905. This doubtful whether traffic through Siberia is yet possible, and so this demand may be somewhat exceptional, but of one thing we may be assured, that if the Russians acquire a taste for the British grown article it is very doubtful whether they will go back to Chinese tea.

A STROKE OF GENIUS.

If we may believe a writer in a Paris paper the summer of 1906 ought to be famous, not only for heat and earthquakes but for the solution of a problem which has hitherto defied the wit of man—the problem, namely, of the suppression of the "theatre hat." We called it, in this country, the "matinee hat," but on the Continent that abomination of civilisation invades the playhouse as evening as well as morning performances. It seems, then, that the number of a certain Cas no (the name is not given) has hit upon the following plan. He has decreed that ladies "en chapeau" must sit on the left, and those who come "en cheveux" on the right. Result—while all the gentlemen keep to the right, while the ladies on the left realise that there is no particular fun in sitting among a lot of women, especially when you cannot see the stage. There is a charming simplicity about this appeal to the fundamental instincts of human nature which stamps the solution as masterly—might one not almost say as a stroke of genius?

CANTON NOTES.

[FROM THE "CANTON DAILY NEWS."] RAILWAY.

Chief Engineer Kwang is dissatisfied with his post and wishes to resign, giving as his reason that the "company is not fit for him."

WATERWORKS.

Viceroy Shum has ordered the Provincial Secretary to pay strict attention to the regulations of the waterworks and call to account any official who is detected in any wrong doing. He said that although the waterworks is both for government and commerce no irregularities of any sort by any party would be tolerated.

REVOLUTIONARY LEADER CAPTURED.

Wong Tin-po of the Masonic Order was captured on the 15th inst. Several years ago Wong's revolutionary scheme was discovered and a large number of his followers captured together with a large quantity of arms.

TAOTAI CHOW HOK-YUEN TO REMAIN.

Taotai Chow Hok-yuen who is the son of Viceroy Chow-fu according to custom should resign his duties here when his father arrives. Now, however, it is rumored that he will remain at this post.

TELEPHONE SERVICE FOR SHANGHAI.

We understand that on the British section of the Kowloon-Canton railway a telephone service for the Railway is in course of construction and that it will most likely be extended to the Chinese section as soon as work in this line is started. So very often we have referred to the great inconvenience through the constant interruption of the Imperial Chinese Telegraph lines, that we think this very good opportunity for some enterprising gentlemen to take hold of and have a public telephone communication between this and Hongkong made an accomplished fact. The inconvenience to the business community and private individuals by the interruption of telegraphic communication, especially at a time when most urgently needed, is certainly a matter for serious consideration, and we doubt not that in Shanghai alone a sufficient number of subscribers could be secured who will gladly assist such an enterprise on reasonable terms. If the Chinese authorities do not feel inclined to take the matter up, why cannot the Chamber of Commerce or the Shanghai Municipal Council make a move? The influence of the British authority is strong enough to be able to push the matter through, should the Chinese object to it on unreasonable grounds.

CHINAWOMAN'S SUICIDE.

A young Chinawoman named Leung Yuen, who lived at 2 Western Street, committed suicide on Wednesday by taking an overdose of poison. Jealousy was the motive of her rash act. The concubine of a young tallyman, she found that he was dissatisfied with her and when he announced on Saturday that he was going to a restaurant she divined that he intended procuring another female companion. In her disappointment she went to Canton but returned in a day or two. Then he beat her, and after he left the house she took her life as indicated.

DEATH OF A SHANGHAI ARCHITECT.

WEST END HOTEL SENSATION.

Mr. Troutbeck held an inquest at Westminister last month on the body of Charles Hamilton Row, who died under strange circumstances at the Hotel Windsor, Victoria Street. Mr. Noel Akroyd, Esq., of Great Brunswick Street, said that deceased, who was his brother, had lately returned from Shanghai, where he was working since April as architect to a big shipping firm, and since been living at Sheldon, Devonshire. He had suffered from dysentery and typhoid. Witness knew of no money troubles.

The other evidence showed that the deceased, who showed symptoms of mania at times, was short of money and that he went to the hotel on the 11th inst. with no luggage. On the 13th he was informed that his room was wanted. The next day he was found dead in bed; two bottles were in the room, and they had contained chloral solution. He purchased a bottle from a Coventry-street chemist, and when warned stated that he was accustomed to use the preparation.

The Coroner said that deceased had left not a line behind expressing any intention of taking his own life.

The jury found that deceased took an overdose of poison, and that death was accidental.

MOTORS IN SIAM.

Perhaps the most remarkable fact recorded in the Consular report on the trade of Bangkok, issued last night, is that the imports of cycles and motors have sprung from £1,023 in 1904, to £23,127 in 1905. The increase, it is explained, is really due to the introduction of a small number of private motor cars. "The roads of Bangkok are poor and limited in extent. Conditions are quite unfavourable to a demand for motor traction as a medium for heavy transport, and the import of motors is necessarily confined to the requirements of a limited number of private owners. Owing, however, to the large extent to which Bangkok and the surrounding country is provided with, and depends upon waterways, circumstances are distinctly favourable to the introduction of marine and river motors. It is not sufficient, however, that firms should distribute catalogues or acquire local agencies. An intelligent study of the needs and conditions of the neighbourhood by a skilled representative is essential. "The motor-cars which have found their way to Bangkok though of Continental makes, have been for the most part procured through British agencies. It might be well, therefore, to recommend that the latter be more thorough in their attention to the details of consignment. A certain carelessness is apparent from the frequency with which vital parts of machinery are omitted, spares are forgotten or wrong sized sent. Much inconvenience is suffered and expense is incurred by the consignee in calling for missing parts, all of which might be avoided by the exercise of reasonable attention by the consignor."

SUPREME COURT.

Thursday, October 18th.

IN CRIMINAL JURISDICTION.

BEFORE SIR FRANCIS FROST (CHIEF JUSTICE).

THE ROBBERY CASES.

The Attorney-General informed His Lordship that the special jury would not be required until Tuesday, when the robbery cases would be opened. He asked his Lordship to extend Inspectors Ward and Gidley's bail until that date, and the Chief Justice consented.

A WORD TO THE JURORS.

His Lordship—Gentlemen of the Jury, I have one word to say before discharging you. The Registrar has received several applications for exemption on personal grounds. I want it to be distinctly understood that it is quite impossible for me to exempt jurymen from performing the duty which the law has cast upon them. There is no power in the law to exempt you, and it is the prisoners' right that they should have the full panel. The only case in which it is possible to exempt a jurymen is where the public interest comes in, and that is a case which will always be considered by the Law Officer of the Crown and myself. I would also say with regard to the friendly medical certificate that that must be expressed in terms that the jurymen is not capable of sitting on that day on the jury. It is quite impossible for me to recognise a medical certificate sent in to-day for exemption when the date of sitting as a jurymen will be next Tuesday. I have only got to remind you that if any person desires to be exempted, he must upon somebody else the obligation of performing the duty for him.

NO INDICTMENT.

The Attorney-General informed His Lordship that no indictment had been filed in the case in which Boon Singh was charged with indecent assault, and the prisoner was discharged.

THE PRISON WARDEN'S CASE.

The charge against George Street, a warden in Victoria Jail, of the manslaughter of a Chinese prisoner, will be heard to-day.

FOR INFORMATION OF THE COURT.

His Lordship—Before the case is called on I should like to call the attention of the gentlemen who represent the Press, to the fact that a new ordinance has just come into force with regard to the law of giving evidence. It is most important that prisoners—Chinese prisoners especially—should be made aware of the terms of that Ordinance, and I am hoping that the Chinese newspapers will take the trouble to paraphrase and give in condensed form the terms of that ordinance. It is much too complicated, and involves certain liabilities which make it quite impossible for the Court to inform the prisoner straight off of the change of law. It is at the same time most important that all prisoners should know that they can give evidence in the witness box subject to the Crown cross-examining them, and I hope the magistrates will take such steps as may lead to prisoners being informed of this new law.

LARCENY AND FORGERY.

Tsang Fung was indicted on charges of stealing registered letters and forging post office receipts.

The Attorney-General, instructed by Mr. G. E. Morrell of the Crown Solicitor's office, prosecuted, and prisoner, who was undefended, pleaded not guilty.

The Jurors empanelled were:—Messrs. C. Schullerbach (foreman), O. R. Chanayut, W. Ironside, P. K. Knyvet, F. Hesse, L. G. Bird and J. Pearson.

The Attorney-General informed His Lordship and the jury that the prisoner was charged with stealing certain registered letters, and with forging the chop which he used in giving the receipts to the Post Office for such letters. Prisoner was employed in a shop called the Kwong Nam Poon, and in July or August four registered letters arrived at that firm. As the person to whom they were addressed could not be found, the letters were forwarded to the post restante. On September 19th prisoner went to the post restante and applied for these four letters. He was told that he must get someone to say he was the person he represented himself to be. He went away and returned to the Post Office on the following day with a man who represented himself to be a master tailor. Prisoner then chopped the receipt for the letters, and it was subsequently discovered, when the real owner called for the letters, that the chop was forged. Prisoner, who was found later at a shop in Queen's Road, Central, with the letters in his possession, was arrested, taken to the Police Station and formally charged. Before the Magistrate he admitted the charge but tried to excuse himself by putting the blame on someone else.

After hearing the evidence the jury found the prisoner guilty on both counts, and his Lordship sentenced him to five years' imprisonment on each count, the sentences to be concurrent.

When the verdict had been given, prisoner told his Lordship not to be so hasty as he had something to say. The Chief Justice would not hear him, and ordered him to be removed. Tsang, however, refused to leave the dock. He had to be pulled out, and was dragged, shrieking and yelling, out of Court.

HIGHWAY ROBBERY.

Lui Pat and Wong Sang-hing were arraigned on the charge of highway robbery.

The Attorney-General, instructed by Mr. G. E. Morrell of the Crown Solicitor's office, prosecuted, and prisoners were undefended.

A plea of not guilty was entered, and the following jury was empanelled:—Messrs. J. H. Backhouse, M. Jensen, E. H. Baxter, Tsang Chee, C. B. Lensmann, G. Proedemann and R. Unsworth.

The Attorney-General stated that a man named Chan Wa, a fish dealer, was on September 15th—three days before the typhoon which subsequently destroyed the unfortunate man's fishing junk—on his way from Hongkong to Deep Water Bay with his fish.

When they got half way down the hill from the reservoir at Wongnichoong, three men suddenly dashed out of some bushes, rushed upon them, knocked them down and gagged and bound them. Fortunately they only found a few dollars where they expected to find a great many. The prisoners were identified by the fish as being two of the gang, and practically admitted before the magistrate and police that they were two of the band of men who by arrangement met there that morning to rob.

The jury on the evidence found the prisoners guilty, and his Lordship sentenced each of them to five years' imprisonment with hard labour.

ANOTHER ROBBERY.

Wong Choi and Lan Yau were charged with robbery at Chukin village, near Kowloon city, in the New Territory, on September 30th.

The Attorney-General, instructed by Mr. G. E. Morrell, prosecuted, and prisoners, who were undefended, denied the charge.

The jury called was composed of Messrs. P. M. Sequeira, A. W. Snowman, R. A. P. Johnson, P. M. N. da Silva, L. D. Philpot, W. King and P. Lehrs.

The Attorney-General stated that after midnight on September 30th the inmates of a house at Chukin village in the New Territory were awakened by a noise on the roof. They saw a man coming down into the courtyard, and two of the inmates of the house were able to identify the first prisoner as that man. The prisoner managed to open the front door of the house and let three other men in. The band lighted torches, terrorized the inmates and went thoroughly through the whole house, removing nearly \$400 worth of money, property, jewellery, clothing and even food. On the afternoon of the same day the second defendant was arrested, and from information he supplied No. 1 was arrested. He had some property on him which the inmates of the house declared was theirs, and if the jury believed that, they would come to the conclusion that he had on him some of the stolen property. Prisoners in their statements practically admitted the charges against them, and it was for the jury, after hearing the evidence, to come to the conclusion whether they were guilty or not.

At the conclusion of the evidence prisoners made their statements. The first said—"I only got a purse and two notes. That is all I have to say." The second said—"I was engaged as a coolie to go and carry things. Whilst carrying things I was arrested and accused."

The jury found the prisoners guilty, and his Lordship sentenced each of them to seven years' imprisonment with hard labour.

ITALIAN CONVENT DRAPEY SALE.

Yesterday the annual sale of fancy embroideries, the work of pupils of the Italian Convent, was opened. On this previous day H. E. the Governor called at the Convent and after inspecting and praising the needlework shows him, gladdened the hearts of the sisters by purchasing a number of articles. Many ladies were present at the opening yesterday, and after a thorough feminine inspection of the pupils' handiwork, were loud in their expressions of admiration. "Isn't it lovely?" "Oh! Just look at this beautiful frock!" and sundry similar expressions were heard all round, and then the ladies could not resist paying the price asked for the articles they most admired. The proceeds go towards the upkeep of the 350 inmates of the convent, and the sisters hope to have a substantial sum in hand before the sale ends.

THE CHINESE CUSTOMS.

The notification from Sir Robert Hart to the foreign members of the Customs Staff, to which we made reference, though it was not of such a nature that it could be made directly public, has naturally had a reassuring effect on all who are interested in the maintenance of the Customs Service in a state of efficiency. It has been followed by a somewhat similar notification from the Peking authorities to the Customs Staff.

The memorandum from the President of the China Association (Mr. E. S. Gaudry), has been received of most of its force, but it is still interesting as showing that the possibilities of danger in the Imperial Decree of May 14 were kept well before the Foreign Office by the "Ass" station. In the light of after events it is evident that some of the assumptions, including that of the offering of a personal affront by the Chinese Government to Sir Robert Hart, were over-estimated. At the same time there were many little incidents pointing in that direction, and old China hands, who form the executive of the Association at Home, had every justification for suspicion. How far the satisfactory conclusion of the incident is due to the self-restraint of the Inspectors-General, himself well known to know that before the issuing of the decree there had been some considerable friction between the Waiwup and the Kungpu (Board of Public Works), both of which had considerable voice in the ultimate control of the service, and the transference of the duties to the new Board was partly at all events, with the object of overcoming these internal difficulties. There may well have been also an attempt to use the occasion to obtain a more definite recognition of the Chinese control of the service, but the step intended in that direction, was evidently premature, and it has been withdrawn, at least to the satisfaction of Sir Robert Hart. —N.C. Daily News.

LATEST STEAMER MOVEMENTS.

The E. & A. str. *Eastern* left Sydney on the 11th Oct. and is due here on the 2nd Nov.

The Ben Lira str. *Benlira*, from Antwerp and London, left Singapore on the 17th inst. for this port, and is due here on or about the 23rd inst.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Singapore for this port on the 18th inst., and is expected here on the 24th inst.

FATHER OF JAPANESE RAILWAYS.

DIED LAST MONTH.

Much regret will be felt in railway and Far Eastern circles at the death of Mr. John McDonald, which occurred last month at his residence, Shimabashi Uchi, Putney, at the age of sixty-two. Leaving the service of the Great Eastern Company at Norwich in 1891, an important position in connection with the Japanese railways, the deceased gentleman went out to Tokyo in 1873, and returned in 1901, after having been for many years general manager of the Japanese officials in charge of the great railway works of the capital. He was twice decorated by the Mikado, receiving the Order of the fifth class in 1894 and the Order of the fifth class in 1901, and the Government, at the close of twenty-eight years' loyal service, gave tangible recognition of his devoted efforts to further steam locomotion in that distant land. In conjunction with Professor Milne, the well-known seismologist, he was awarded a Telford Premium in 1891 for a paper entitled "The Vibratory Movements of Locomotives."

There was a touching evidence of Japanese reverence for the dead at the funeral in the picturesque cemetery at Putney-vale. In a drizzle of fine rain the clergyman had offered the last rites when, unobserved, a Japanese gentleman passed with the silence of the Oriental round the mound of sodden clay. Then to the surprise of all, the unexpected figure made obeisance to the lowered coffin, and proceeded to speak over the resting-place of the departed in eloquent and impressive Japanese language. To the initiated it might have appeared that this was an added solemnity to the religious ceremony. As a matter of fact, it was an affecting tribute to the worth of one who had given the best of his life to the motherland of the speaker.

Toughly summarised, his remarks conveyed recognition of loyal service, with special emphasis on the fact that many persons die without having accomplished much in this world. That could not be said of Mr. McDonald, who had applied thirty of his best years to railway advancement in Dai Nippon. There had been some acknowledgment of that service work in the honours which the Mikado had conferred. "This," he continued, "I hope will be in some degree a consolation to a departed spirit. I arrived in London from Japan on Saturday, expecting to grasp the hand of friendship. Instead, it is my sad lot to sorrow. I trust that his spirit is hearkening to my words, which are those of intense grief and respect for a dear friend whose career and kindly character will ever be remembered."

It proved on inquiry that the speaker was Mr. Hiroko Kamega, Secretary to the Imperial Government Railways of Japan. Mr. K. Yamamoto, of Messrs. Mitsui and Co., and Mr. Okada, C.E., engineer to the Government Railways, also attended, as representing the Japanese community, who were followed by the Nippon Press, Mr. J. H. Curtis, late of the Nippon Yusen Kaisha, Mr. G. Blundell, Yokohama, and Mr. E. P. Nuttall, a former editor of the *Japan Gazette*.

THE "MANGOLIA" AND "MONGOLIA."

The *Daily Telegraph's* representative in the Marine Insurance Market writes:—Coincidences are continually occurring in this business, the chief being those where an owner who, perhaps, has run clean for years, gets two boats placed on the loss-book within two or three days of each other; but a coincidence the most extraordinary awaited underwriters on their arrival in the City yesterday morning. They were greeted with the highly welcome intelligence that the *Mangolia* (s) had been floated off the coral reef where she had been resting for many days, and been taken safely into Honolulu.

This good news, which means a saving of 200,000 to underwriters, was at once counterbalanced by the unwelcome intelligence that her sister-ship, the *Mongolia*, of the same tonnage, value, and age, had gone ashore in a dangerous position on the West Coast of Midway Island, and that No. 3 hold had full of water in it. Her forward part was on rocks and her stern was stuck in the coral reef, and she was in a perilous position.

Midway Island is about 1,000 miles east of Honolulu, and is fortunately a resting-place for the cable from Vancouver to Japan and China. It will be remembered by readers of *The Flying Scotsman* was lost. He says, "Captain Treat put into Midway Island. He found it a black sea, and the ship was completely submerged. The 'Pacific' sailing directions are more explicit. It says 'the reef is eighteen miles in circumference, without an opening except on the N.W. side; at the N.W. point is a small patch of breakers and then commences a compact reef wall, which about 1/2 mile high and from 1/2 to 1 mile wide, and contains a few small islets. The reef is a continuous line of breakers, and nearly 2,000,000 of underwriters' and companies' money runs thick of being lost, for her cargo, like that of the *Flying Scotsman*, lost from Hongkong to the North Pacific, consists, as before stated, of tea, silks, and valuable China and Japan cargo, which, unlike that of the *Scotsman*, runs thick of being lost."

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DEATH OF ADMIRAL CHICHESTER.

DISTINGUISHED CAREER.

Rear-Admiral Sir Edward Chichester, Admiral-Superintendent in charge of all his Majesty's naval establishments at Gibraltar, died at pneumonia after all.

Lady Chichester, accompanied by Lieutenant Chichester, arrived in time to see the Admiral alive.

By the passing away of Rear-Admiral Chichester the Navy loses a highly capable officer. The Admiral had nearly completed his fifty-seventh year. As ninth baronet he succeeded his father in 1898. It was in that year that Sir Edward Chichester came prominently into public notice in connection with the war between the United States and Spain. He was in command of the British squadron at the time when a certain amount of friction existed between Admiral Dorey and Admiral Dietrich, commanding the German flotilla in Manila Bay.

It is said that Dietrich went on board the *Invincible*, the British battleship, and asked Captain Chichester, as he then was, what he would do if Dewey bombarded Manila, to which the imperturbable Chichester replied: "That is only known to Dewey and myself." It was commonly reported at the time, though we are inclined to doubt it, that Dewey had promised war in five minutes, if the Germans wanted it.

It is not quite the case that Sir Edward Chichester was the British squadron between the Germans and the Americans, the fact being that the German and French ships were anchored to the north of the river which runs past Manila into the bay, while the American, British, and Japanese squadrons were anchored on the south of the river, and near Cavite, where Dewey had annihilated the Spanish fleet. For his services at Manila he received the distinction of C.M.G. At a critical period Captain Chichester acted with a tact which won for him the admiration of Americans and British alike in the Far East.

The most distinguished achievement of Sir Edward's career was accomplished in the late South African war. To him was assigned the organisation of the naval transport service, the conveyance of 230,000 men over 5,000 miles of sea, and never was task better executed. Lord Roberts said of it: "The arduous work of disembarking the troops, supplies, stores, remounts, and mules, and embarking the many thousands of sick, wounded, and discharged men, and the great credit upon Captain Sir E. Chichester and the staff at each of the four ports." Sir Edward's headquarters at Cape Town was the clock tower at the docks, where he could see everything. To those who can recall as the present writer can, the scene around the docks, crammed and crowded with every species of war material, Lord Roberts' words will seem no empty praise. The good folk at Cape Town were so impressed by what was done that they entertained Sir Edward, presented him with an illuminated address, and as a memento of their admiration, a massive silver model of the clock tower.

Some good stories are told of this time which are illustrative of the bluff, breezy style of the late admiral. On one occasion, it is said, a rather pompous personage entered Sir Edward's office, to whom he said, "Who are you, sir?" "I am Colonel Bonadon," was the reply. "Oh, I beg pardon," said Sir Edward. "I thought you were an admiral." The visitor learnt that Sir Edward was an aversion of the Chief Naval Transport Officer.

At another time Sir Edward was writing in his little office on the Quay, when a gentleman, obviously conscious of his personal importance, asked to be shown the system of landing hospital stores—at that time rather a burning question in Cape Town. Sir Edward took no notice of the inquirer, who at last demanded, "Will you please attend to me?" Sir Edward looked up and asked, "Have you bought these docks, Sir?" "Certainly not; I don't know what you mean." "Then go to the docks," retorted the captain, and continued his writing. To ward off tales, he had inscribed over the entrance of his office the notice: "This is the office of the Chief Transport Officer; no general inquiry allowed." But though the force of red tape, biceps, and brawny biceps, those who had actual business to do with Sir Edward Chichester, or needed his assistance, found him one of the most attentive, generous, and helpful of men, and no doubt much of the success of the transport service to South Africa was due to the fact that he inspired, with his spirit all who worked under him.

The transport arrangements during the first Boer war, and also during the war in Egypt in 1884-5, and was tasked by the Lords of the Admiralty for the commander in which the forces for the Nile expedition were landed. He was appointed Naval A.D.C. to Queen Victoria in 1889 and to King George in 1891, and made Rear-Admiral in 1902. At the time of his death he was Admiral-Superintendent at Gibraltar.

The following special Order was issued by the Army Council:—"With a view to effecting a reduction in the present strength of the Royal Engineers, the following decisions have been given:—

"1. Continuance in the service beyond 21 years of non-commissioned officers and men of that corps, including permanent staff of Militia and Volunteers, is to cease for the present."

"2. In the case of those who are called up by the completion of 21 years' service, will be reckoned from the date of attaining 18 years of age."

"3. In the case of those non-commissioned officers and men who have already completed 21 years' service, five months'

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and special business matters to the Editor. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: Press. Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

GERMAN EXPORT FIRM desires BUYING AGENCY on their own or foreign account for a Firm Abroad. Best connections with the Leading and Cheap Manufacturers in all Branches. Please address: VERBIEHT M.O. 4517 care of Rudolf Mosse, Munich, Bavaria.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer "DELTA," FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:— From London, &c., ex s.s. *Moolten*. From Australia, &c., ex s.s. *China*. From Persian Gulf, ex B.I.S.N. & B. & P. S. N. Co's Steamers. Optional goods will be landed here unless instructions are given to the contrary before 4 hours. Goods not cleared by the 15th inst. at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 19th October, 1906. [1]

HAMBURG-AMERIKA LINE.

THE H.A.L. Steamship "SITHONIA," Captain Breimer, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from the Godowns. Consignee Cargo will be forwarded unless notice to the contrary be given before 10 P.M. Any Cargo impeding for discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Oct. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Oct. at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 18th October, 1906. [1840]

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES. FROM NEW YORK VIA SUEZ CANAL. THE Company's Steamship "INDRAVAD," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 24th inst. at 6 P.M. will be subject to rent. No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized. Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY. JARDINE, MATHESON & Co., Agents. Hongkong, 18th October, 1906. [1941]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE. THE Company's Steamship "INABA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before 10 P.M. TO-DAY. Goods not cleared before the 26th October will be subject to rent. All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 26th October, or Claims in connection therewith will not be recognized. No Fire Insurance has been effected. NIPPON YUSEN KAISHA, Agents. Hongkong, 18th October, 1906. [1942]

NEW ADVERTISEMENTS TO LET.

N.O. 10, MACDONNELL ROAD. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 19th October, 1906. [1944]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (SATURDAY), the 20th October, 1906, at 12 o'clock Noon, at Messrs. BUTTERFIELD & SWIRE'S Godowns, West Point, FOR ACCOUNT OF THE CONCERNED, A QUANTITY OF SILK & COCOONS, More or less Damaged by Fire and Water, &c., &c., &c. HANKOW. Terms:—Cash on delivery. GEO. P. LAMBERT, Auctioneer. Hongkong, 19th October, 1906. [1945]

PUBLIC AUCTION.

AT the SALES ROOM of the Undersigned No. 8A, Queen's Road Central, TO-MORROW (SATURDAY), the 20th October, 1906, at 2.30 P.M., JAPANESE GOODS Comprising:—SATSUMA, CLOISONNE, GLASS & LACQUERED WARE, NICKLE BOXES, KYOTO BUTTONS, SHIRTS, TIES, &c., &c. Terms:—As usual. C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Hongkong, 19th October, 1906. [1945]

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 12 o'clock (Noon) TO-MORROW (SATURDAY), the 20th instant. The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th instant, both days inclusive. JARDINE, MATHESON & Co., General Agents. Canton Insurance Office, Ltd. Hongkong, 19th October, 1906. [1843]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5687 for ONE HUNDRED SHARES numbered 37701 to 37800 inclusive, Fully Paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong, before the 17th November, 1906, a New Certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as Null and Void. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 17th October, 1906. [1928]

INTIMATIONS

A SPECIAL SALE. WILL BE HELD AT THE ITALIAN CONVENT on behalf of the POOR ORPHANS On the 19th and 20th OCTOBER, at 2 P.M.

"OLADIES" and CHILDREN'S UNDER-CLOTHING, DRESSES, &c., with LACE and EMBROIDERY made by the inmates of the Convent, as well as other Ornamental Articles. The articles will be at all prices. The SUPERIORESSES hope to receive a large share of the public patronage and acknowledge the many proofs she had had of their Kindness and Charity. ITALIAN CONVENT, 28, China Road. Hongkong, 16th October, 1906. [1915]

NOTIFICATION.

BRITISH SUBJECTS who have left behind immovable property within the Jurisdiction of the GOVERNOR GENERAL OF KWANGTUNG are hereby informed that applications for the establishment of their Rights in connection with such property may be made in writing to the JAPANESE FOREIGN OFFICE through the medium of H.E.M. AMBASSADOR at TOKYO. All applications are to be accompanied by documentary proof giving a list of the property, its nature, quantity, and value, and the date of acquisition. The application should be in Japanese, but when absolutely necessary, it may be made out in English or French. R. W. MANSFIELD, H.E.M. Consul-General. Canton, 11th October, 1906. [1909]

H.E.M. Consul-General.

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz:— 1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made. 2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations. The Commission, earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned. Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined. By Order. W. BOWEN-BOWLANDS, Secretary. Hongkong, 7th July, 1906. [1881]

AUCTIONS

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a QUANTITY of CARGO salvaged during and since the Typhoon of the 18th September, 1906, and at present lying in this Company's Kowloon Godowns, will be Sold by PUBLIC AUCTION, on MONDAY, October 22nd, at 11 A.M., if not previously claimed. The Cargo can be inspected at any time upon application to the Undersigned. R. J. MAGGOWAN, R. J. Acting Secretary. Hongkong, 17th October, 1906. [1929]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On TUESDAY, the 23rd October, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), SUNDRY HOUSEHOLD FURNITURE, Comprising:—RATTAN TABLES and CHAIRS, TEA TABLES, GLASS & CROCKERY WARE, CARPETS, RUGS, &c., &c., &c. Also Very Superior CARVED BLACKWOOD CABINETS and DESKS, &c., &c. Terms:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 18th October, 1906. [1939]

FOR SALE.

WOODEN LIGHTERS. Capacity 40 and 180 Tons. For terms and particulars, apply to P. K. WOK, Care of SING & Co., 35 & 37, Hing Loong Street. Hongkong, 17th October, 1906. [1926]

FOR SALE.

DIVING APPARATUS. Prompt delivery. Apply—OWSTON & Co., Yokohama. 27th September, 1906. [1796]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Current Rates. HEUTER, BROCKELMANN & Co., Agents. Hongkong, 21st April, 1897. [311]

THE GLOBUS INSURANCE COMPANY.

OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co., Agents. Hongkong, 13th August, 1906. [1855]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates. SIEMSEN & Co., Agents. Hongkong, 1st January, 1905. [3]

NORTH BRITISH AND MERCHANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905 £17,837,119. I. AUTHORIZED CAPITAL... £3,000,000 SUBSCRIBED CAPITAL... 2,750,000 PAID-UP CAPITAL... 687,500 II. FUND FUNDS... 8,886,720 19 8

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SEWANN, TOMES & Co., Agents. Hongkong, 11th July, 1906. [1849]

TO LET

"DURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental. Apply to—SPANISH PROCURATION. Hongkong, 12th October, 1906. [1892]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. [1524]

TO LET—AT KOWLOON.

N.O. 3, LYEMOON VILLAS, A Five-Roomed House with joint use of Tennis Court. Possession from 15th November next. Apply to—"LYEMOON," Care of "Daily Press" Office. Hongkong, 17th October, 1906. [1927]

TO LET.

150, MAGAZINE GAP, PEAK. A Five-Roomed House. Low Rental. A FOUR-ROOMED HOUSE in HUMPHREYS AVENUE, Kowloon, Well-Furnished. Apply to—AHMET RUMJAHN, 2, Peder Street. Hongkong, 31st October, 1906. [1873]

TO LET.

ONE GODOWN at East Point close to the Water suitable for the storage of any Cargo. Floor Area 6,100 square feet. Apply to—JARDINE, MATHESON & Co., Hongkong, 18th October, 1906. [1922]

TO LET

N.O. 8, KNITSFORD TERRACE, Kowloon. Furnished or Unfurnished. Immediate possession. Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 3rd October, 1906. [1944]

TO LET

N.O. 13, GAGE STREET, 8-Roomed House, with a Godown. Apply to—E. A. & C. F. DE CARVALHO, 14, Arbutnot Road. Hongkong, 18th June, 1906. [1270]

TO BE LET OR SOLD.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 1,000 square foot space, concrete flooring. Suitable for storage of any kind of merchandise. Apply to—Care of "Daily Press" Office. Hongkong, 30th May, 1906. [1177]

TO LET.

2ND FLOOR No. 12, Queen's Road Central. Apply to—LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, 1st June, 1906. [501]

TO LET.

"BANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached. Apply to—ARRATON V. APCAR & Co., 45, Wyndham Street. Hongkong, 14th July, 1906. [1414]

TO LET.

N.O. 2, MACDONNELL ROAD. Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1906. [180]

TO LET OR FOR SALE.

BISHOP'S LODGE, PEAK. Apply to—LINSTEAD & DAVIS. Hongkong, 26th September, 1906. [1792]

TO LET.

(EITHER IN WHOLE OR IN PART). "THE ACACIAS" and "THE GROVE" having 28 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed. Apply to—E. M. HAZELAND, No. 35, Queen's Road Central, WING-ON Contractor, No. 34, D'Aguiar Street. Hongkong, 19th July, 1906. [1436]

TO LET.

HOUSES in GRANVILLE and AUSTIN AVENUE, Kowloon. PLATS in ROBINSON ROAD, Kowloon, Possession from 1st November. Apply to—HUMPHREYS ESTATE & FINANCE CO., LD., Agents. Hongkong, 25th September, 1906. [330]

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Office. Anyone disposed to offer for the same please apply to—C. H. GRACE, Secretary. Hongkong, 23rd Mar, 1906. [1153]

TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 1st August, 1906. [79]

TO LET.

NEW EUROPEAN HOUSES in Humphreys Avenue and Camarova Villas, Kowloon. Apply to—HEWAN & Co., 15 & 16 Connaught Road, West. Hongkong, 1st August, 1906. [1506]

TO LET.

"BROCKHURST," PEAK, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess. No. 3, CAMERON VILLAS, PEAK. No. 7, DES VOEUX VILLAS, PEAK. No. 8, ARBUTHNOT ROAD, Central Locality. No. 2, DES VOEUX VILLAS, PEAK. Newly repaired, Painted and Colour-washed. No. 2, CONDUIT ROAD. ROOMS, on 1st and Top Floors, BEAconsFIELD ARCADE, (Cheap Rentals). FIVE ROOMS on Top Floor of 15, Queen's Road Central (near Calbeck, Macgregor's). HOUSES on the ROBINSON ROAD Level. Cheap Rentals. 73, WYNDHAM STREET. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 24th July, 1906. [1193]

TO LET.

EUROPEAN SHOES, OFFICES and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.). Apply to—H. TUNG, Compradore Department, Jardine, Matheson & Co. Hongkong, 27th September, 1906. [1798]

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, H. E. R. HUNTER, Acting Chief Manager. Hongkong, 30th May, 1906. [24]

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER) CAPITAL SUBSCRIBED Yen 5,000,000 CAPITAL PAID-UP " 2,500,000 HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Amoy Kobe Taiwan
Anping Nagasaki Tamsui
Fuchow Osaka Tokio
Keelung Shanghai Yokohama

HONGKONG OFFICE:

3, DES VOEUX ROAD. Interest allowed on Current Account Deposits received on terms which may be ascertained on application. D. TOIDOW, Manager. Hongkong, 1st July, 1906. [999]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853 HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000 RESERVE LIABILITY OF SHAREHOLDERS.....£200,000 RESERVE FUND.....£975,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent on the Daily Balances On Fixed Deposits for 12 months 4 per cent " 6 " 3 1/2 " " 3 " 3 " " T. P. COOHLANE, Manager. Hongkong, 10th May, 1906. [114]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000 SUBSCRIBED....." 1,125,000 PAID-UP....." 562,500 RESERVE FUND....." 135,000 BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent on the Daily Balance ON FIXED DEPOSITS:— For 12 months.....4 1/2 " 6 " 3 1/2 " 3 " 3 " " E. ORMISTON, Manager. Hongkong, 26th March, 1906. [26]

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000 RESERVE FUND....." 10,000,000 STERLING RESERVE.....\$10,000,000 SILVER RESERVE....." 10,250,000 RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS: A. HAUPT, Esq., Chairman. G. H. MEDRUSS, Esq., Deputy Chairman. G. Ralloch, Esq. E. Goets, Esq. Hon. Mr. W. J. Gresson. C. R. Lennemann, Esq. D. M. Nislen, Esq.

CHIEF MANAGER: Hongkong—J. E. M. SMITH ACTING MANAGER: Shanghai—W. ADAMS GRAM. LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of Two per Cent. per Annum on the daily balance. ON FIXED DEPOSITS:— For 3 months, 2 1/2 per cent. per Annum. For 6 months, 3 1/2 per cent. per Annum. For 12 months, 4 1/2 per cent. per Annum. H. E. R. HUNTER, Acting Chief Manager. Hongkong, 17th September, 1906. [23]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP.....Sh. Taels 7,500,000 HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Tsingtau, Kobe, Yokohama, Singapore. Funded by the following Banks and Bankers: KÖNIGLICHE SIEBHANDLUNG (PREUSSISCHE STAATSBANK) Berlin. GESSELLSCHAFT DEUTSCHE BANK S. HENCKENBROER BELFANER HANDELS-GESSELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WASSERSCHEIDT & CO. MENDELSSOHN & CO. M. A. VON ROTHSCHILD & SOHNE JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & CO., KÖLN. BAYERISCHE HYPOTHEKEN-UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. Rothschild & Son, THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT: DIETION DER DISCONTO-GESSELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. HUGO BUTER, Manager. Hongkong 4th October, 1906. [27]

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£1,750,000) RESERVE FUND " FL. 5,000,000 (£417,000)

HEAD OFFICE IN AMSTERDAM.

HEAD-AGENCY: BATAVIA. Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegel, Poelangan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Achoen) Tolok-Semawe, (Achoen) Bandjarmasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Accounts 2 1/2 per cent on daily balances. Fixed Deposits 12 months 4 1/2 per cent. " 6 " 3 1/2 " 3 " 3 " " L. ENGEL, Agent. Hongkong, 23rd July, 1906. [1450]

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED... Yen 24,000,000 CAPITAL PAID-UP....." 21,000,000 CAPITAL UNPAID....." 3,000,000 RESERVE FUND....." 13,700,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS: Tokyo, Kobe, Nagasaki, Osaka, Lyons, New York, London, Honolulu, Bombay, San Francisco, Tientsin, Newchwang, Shanghai, Peking, Mukden, Dairen, Chafoo, Tieling.

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED. PARK'S BANK, LIMITED. THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5 1/2 per cent. " 6 " 4 1/2 " 3 " 3 " " TAKEO TAKAMICHI, Manager. Hongkong, 22nd September, 1906. [613]

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama. CAPITAL AND SURPLUS: AUTHORIZED.....\$10,000,000 CAPITAL PAID UP....." \$5,000,000 RESERVE FUND....." \$5,000,000 HEAD OFFICE: New York. LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World.

LONDON BANKERS:

BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2 1/2 per cent on Daily balances and accepts Fixed Deposits at the following rates:— For 12 months 4 1/2 per cent. per annum. For 6 " 4 " " For 3 " 3 " " No. 9, Queen's Road, Central, Hongkong. H. HICKINNEY, Manager. Hongkong, 17th October, 1906. [1455]

BOARD AND RESIDENCE.

OFFERED in WELL APPOINTED HOUSE, Fine View, every Comfort, Large Verandah Upper Level. Apply to—Care of "Daily Press" Office. Hongkong, 18th October, 1906. [1398]

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD. Hongkong, 20th September, 1905. [1751]

FIRST-CLASS BOARD & RESIDENCE

INTIMATION.

S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS

BY
RACHELS, PLEYEL, KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. [27]

NOTICES TO CONSIGNEES

G.S. "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Bagdad* and *Medoa*, from Havre ex s.s. *Bayland*, from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignee before noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 22nd Oct., at noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd Oct., or they will not be recognized. All damaged packages will be examined on MONDAY, the 22nd Oct., at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd Oct. will be subject to rent.

Bills of Lading will be countersigned by **SARDELL, WISEMAN & CO.,** Agents.
Hongkong, 15th October, 1906. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"TRIESTE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

From Venice, ex s.s. "Espero," and "Calipe," transhipped at Trieste.

From Zanzibar, ex s.s. "Africa," transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before noon on the 23rd Oct., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd Oct. will be subject to rent.

Bills of Lading will be countersigned by **SARDELL, WISEMAN & CO.,** Agents.
Hongkong, 17th October, 1906. [3]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharges of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LTD.,
Agents.
Hongkong, 17th October, 1906. [7]

ON SALE.

RATES OF EXCHANGE AT HONGKONG, FOR DEMAND DRAFTS ON BOMBAY, On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other useful information.

Price: \$1 Cash.
On Sale at the "DAILY PRESS" Office, or Local Booksellers.
Hongkong, 16th April, 1906.

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.

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"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street (1st Street West of Central Market.) Telephone No. 515.

PHOTOGRAPHER.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Cyanotype Enlargements and also coloring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

TYPEWRITERS.

F. A. V. RIBEIRO,
Typewriting Work Undertaken. Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 84, Queen's Road Central (First-floor).

SPORTING CARTRIDGES.

A STOCK of ELEY'S always on hand.

YICK CHEUNG.

Gunsmith.
326, Queen's Road, Central.
Hongkong, 16th October, 1906. [1921]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 23rd November, 1907. [1924]

NEWLY OPENED HARDWOOD STORE.

WING MOW LUNG.

82, Wing Lok Street, 2nd Floor.

JUST ARRIVED.

HARDWOOD AND TEAKWOOD of all Kinds.
Prices exceptionally Cheap. Inspection earnestly solicited.

Hongkong, 18th October, 1906. [1938]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DE VASSEREAU STREET, CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September 1905. [1874]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1759]

A. LING & CO.

FURNITURE STORE.
PLATED GLASS AND CROCKERY WARE, &c., &c., and POCHOFF LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [902]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNDT, KARBURG & CO.
Sole Agents.

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. [45]

BETTER THAN COPAIBA.
MATICO
GRIMAUD & CO., CHEMISTS, PARIS.

Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most reliable remedy for the treatment of acute and chronic Diarrhoea, The Capricious, and Copious, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

CURE FOR ASTHMA.
GRIMAUD'S
INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, HOARSENESS, and BRONCHITIS, ISOMNIA, and DIFFICULTY in EXPIRATION.

Grimaud's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAUD & CO., PARIS
Sold by all Chemists.

How to be BEAUTIFUL. Keep your complexion, Mrs. Ellen's Cream Charmant, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

1163-3

COLONIAL LITERARY NOTES.

Mr. Unwin is adding to his Colonial Library

the following books:—
"Cecilia's Letters" by Amelia E. Barr, Author of "Prisoners of Conscience," "The Black Shilling," etc. etc. Crown 8vo.

Unlike some of Mrs. Barr's recent books, this novel is a story of the present day.

It is concerned with the fortunes of a young girl, Cecilia Clarke, who is left a penniless orphan, and has to make a living by work very distasteful to her, till she comes under the notice of an artist and is engaged as his secretary. He and other men fall in love with Cecilia, and she passes through a time of much difficulty before things settle down to a happy conclusion. The book is thoroughly healthy in its tone, and is likely to prove to many readers one of the most attractive of Mrs. Barr's stories.

"Conscience of the Night" by Lucas Cleave.

In her new book Lucas Cleave enters the realm of the occult. The story tells of the revelation, through a dream, of a secret two generations old. The dream seems at first to point to facts which, if true, would wreck the hero's happiness, but investigation shows its meaning to be other than that which appearances suggest. The book will interest those who love to explore the mysterious dark places of the human consciousness.

"The story of the amulet" by E. Nesbit, author of "The Treasure Seekers," etc. etc. With 48 illustrations by H. R. Miller.

The Amulet, or rather half of it, is bought by some children in a London curiosity shop.

It has the power of transporting them, in order that they may search for the missing half, into sauntering epochs of the past. So the story tells of their wonderful adventures in Ancient Egypt, Babylon, in the island of Atlantis, in Early Britain, and in Tyra, with relapses into the ordinary life of to-day. The tale will rank among the best by this favourite writer for children.

NEW ELDORADO FOUND.

RUSH FOR CLAIMS.

On Sept. 19th the *Daily Express* reported from Pango in Pando (Munich).

Further reports from the Pango River district strengthen the belief that the gold deposits discovered by a Government survey party are the greatest unearthed since the days of the Australian boom.

The fact that the report emanates from experts attached to the Geological Survey Department and not from private prospectors, bears great weight, and hundreds of persons are rushing into the new territory for the purpose of staking out claims.

The gold deposits were discovered in the Pango River valley, seventeen miles from the Alberta-Columbia boundary, and thirty-seven miles below Port St. John. Here the river takes a wide sweep at the foot of some low hills, and apparently has formerly skirted the base of other hills now a considerable distance from the present river bed.

In this bend of the river, several thousands of acres in extent, a thick mud deposit has accumulated, consisting of a slate shale two hundred feet thick. Below this is a gravel bed of the same depth.

The survey party found that the shale deposit was full of minute particles of free gold. Rough tests with a pocket mortar and mercury gave assays up to 28.84 per ton, and none below 41.88 per ton.

This shale deposit outcrops on the river bank to such an extent that it was possible for the survey party to locate seventeen claims, which they believe to be of abnormal richness. This gave one claim for each surveyor and for a small body of North-Western Mounted Police who accompanied them.

The Pango River district is today the last haunt of wild buffalo in Canada, and is the least explored part of the Dominion. Its extreme inaccessibility prevented prospectors and trappers from exploring it thoroughly at the time of the Alaskan and Yukon gold discoveries.

For years the Indians in this part of Canada have told stories of fabulous gold deposits. It is as the experts declare, the gold-bearing shale extends over the whole of this bend of the river, it is the record gold find in history.

FOREIGN INVESTMENTS IN JAPAN.

Dr. Henry Dyer deals with "Engal Aspects of Foreign Investments in Japan" in the *Financial Review of Reviews*. So that readers may know something of the root of the question he gives a little of Japanese history to elucidate the matter. This leads him down to the time when, with a view to the encouragement of the investment of foreign capital in Japan, certain modifications were made in the laws of the Japanese Diet in the session before last. By a law promulgated in March, 1905, mortgage was permitted, and in case of failure the undertaking may be sold as a going concern. Writing on the nationalisation of the railways, Dr. Dyer states:

"By far the most important field of investment for foreign capital in Japan is to be found in the Government funds, and if the process of nationalisation develops this field may be indefinitely extended. The Japanese have always thought out such matters so very carefully, and their policy has hitherto been so successful that we may take it for granted that they have convinced themselves of the wisdom and safety of their policy. Foreign investors will, of course, examine the matter for themselves, but I shall be very much surprised if Japan does not show the nations of the West how some of the economic and social problems with which they are confronted are to be solved. Meanwhile there is not the slightest reason to doubt the safety of any investment which is issued with the authority of the central Government."

Dr. Dyer does not disguise that many people state the administration of the law in Japan is not to be depended on, but he thinks explanations of broken contracts may be explained if looked at from a Japanese point of view. He concludes:—"Critics who are disposed to blame the Japanese might study the condition of affairs in the United States of America, where large corporations have enriched themselves by means which are opposed to every ethical consideration, and yet many of their leading members think themselves not only philanthropists but also good Christians."

How to be BEAUTIFUL. Keep your complexion, Mrs. Ellen's Cream Charmant, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

1163-3

ARMY ORGANIZATION.

The issue of an Army Order formally constituting a General Staff for the British Army marks an important advance in the direction of carrying out the recommendations of the Esher Commission. The following are the main features of Mr. Haldane's scheme.

The General Staff of the Army falls into two principal divisions, namely:

(a) The General Staff at Army Headquarters.
(b) The General Staff in commands and districts.

The functions of the former are to advise on the strategic distribution of the Army, to supervise the education of officers and the training and preparation of the Army for war, to study military schemes, offensive and defensive, to collect and collate military intelligence, to direct the general policy in army matters, to secure continuity of action in the execution of that policy.

The functions of the latter are to assist the officers on whose staffs they are serving in promoting military efficiency, especially in regard to the education of officers and the training of the troops, and to aid them in carrying out the policy prescribed by Army Headquarters.

With these objects in view, the General Staff will be drawn from the officers of the Army who may be considered most likely to prove capable of forming a school of progressive military thought.

All appointments to the General Staff will be for four years, after which an officer, if below the rank of substantive lieutenant-colonel, will return to regimental duty for a period of not less than one year.

All first appointments to the General Staff will be made on probation for the first year.

Mr. Haldane accompanies the Order with a memorandum, in which he discusses the new organization.

The following is the Special Army Order referred to.

1. The General Staff of the Army falls into two principal divisions, viz.:

(a) The General Staff at Army Headquarters.
(b) The General Staff in commands and districts.

2. The functions of the former are to advise on the strategic distribution of the Army, to supervise the education of officers, and the training and preparation of the Army for war, to study military schemes, offensive and defensive, to collect and collate military intelligence, to direct the general policy in Army matters, and to secure continuity of action in the execution of that policy.

3. The functions of the latter are to assist the officers on whose staffs they are serving in promoting military efficiency, especially in regard to the education of officers and the training of the troops, and to aid them in carrying out the policy prescribed by Army Headquarters.

4. With these objects in view, the General Staff will be drawn from the officers of the Army who may be considered most likely to prove capable of forming a school of progressive military thought.

5. The detailed duties which fall to the lot of the General Staff in furtherance of these objects, are enumerated in Appendix A.

6. The establishment of the General Staff, exclusive of India, i.e., the detailed list of those appointments which will constitute the General Staff of the Army, is given in Appendix B.

7. Appointments to the posts specified in Appendix B will be made from a special list of officers, considered well qualified for such employment, termed "The General Staff List."

8. This list will be drawn up and from time to time revised by the Army Council, in consultation with the Selection Board, and with the Commander-in-Chief in India.

The list will not be published.

9. As a general rule, an officer will not be eligible to have his name placed on the General Staff List unless he holds a Staff College certificate, and unless he has at least 5 years' service. But the guiding principle in the selection of officers for this list will be the possession of those qualifications which render them fitted for the performance of the duties of the General Staff.

10. Officers performing duties other than those detailed in Appendix B are not thereby debarred from selection for the General Staff List.

11. At home and in the Colonies appointments to the General Staff will be made by the Secretary of State for War from the General Staff list after taking the advice of the Chief of the General Staff. Such appointments, except in the case of staff officers and brigades, will be submitted to the King for his Majesty's approval.

In India such appointments will be made by the Commander-in-Chief in India under Indian Army Regulations.

12. All appointments to the General Staff will be for 4 years, after which an officer if below the rank of substantive lieutenant-colonel will return to regimental duty for a period of not less than one year. In exceptional cases the 4 years' tenure may be extended in the interests of the service, and under similar exceptional conditions a fresh appointment may be made immediately of the time already spent upon the staff or in the performance of other duties.

13. All first appointments to the General Staff will be on probation for the first year. If at the conclusion of such probationary period an officer is retained in his General Staff appointment, his tenure of 4 years will include the probationary period, and will not be in addition to it. An officer below the rank of lieutenant-colonel who does not hold a Staff College certificate will, after he has completed the 4 years' tenure of his first General Staff appointment, be sent for one year to the Staff College, where he shall be admitted without entrance examination.

14. When an officer vacates a General Staff appointment, his retention on the General Staff list will be subject to the decision of the Secretary of State advised by the Chief of the General Staff, or of the Commander-in-Chief in India, as the case may be.

15. In addition to the General Staff appointments specified in Appendix B, officers may be attached to the General Staff at Army Headquarters, and occasionally also to the headquarters of commands and elsewhere in excess of the establishment specified in that appendix.

16. Approved service on the General Staff will be recognized by accelerated promotion. Such accelerated promotion will be bestowed in ordinary cases in the form of a brevet up to the rank of lieutenant-colonel, and above that rank by selection for the rank of substantive colonel.

By Command of the Army Council.
— E. W. D. WARD.

CHINESE MARITIME CUSTOMS.

One of the papers received by yesterday's Mail says:—A meeting of the General Committee of the China Association, presided over by Sir Alfred Dent, was held yesterday at 159, Cannon-street, in connection with the headquarters of the administration of the Chinese Customs, and the position of Sir Robert Hart, Mr. William Keen, M.P. of Jardine, Matheson & Co., whose interests are so intimately bound up in the China trade, and Mr. J. H. Scott and other prominent members of the association who are away from London were unable to attend, but there was a representative gathering numbering close on a score, which included Mr. R. S. Gundry, President of the Association.

The view that anything which detracted from the high standard of capacity and integrity which has characterized the Chinese Customs Service in the past must be regarded with grave apprehension was unanimously endorsed and it was strongly urged that effectiveness should be secured by the abolition of the Chinese Imperial Decree of May 9, which was regarded as being pregnant with danger to the authority of Sir Robert Hart, the Inspector-General, and to the welfare and smooth conduct of foreign trade. The derogation of dignity in the office of the Inspector-General and the personal affront to Sir Robert Hart implied in the alleged purpose of transmitting orders to him through the medium of a Chinese clerk could not be regarded otherwise than with grave apprehension. While the anxiety felt by the association at the creation of a new control over the Chinese Imperial Maritime Customs had been mitigated by Sir Edward Grey's statement in Parliament that he regarded it as vital in the interests of trade, Chinese revenue and Chinese credit that the administration of the Customs should be maintained on the lines on which they have been so successfully worked hitherto, and that Chinese progress is intimately bound up with the maintenance of the Chinese Customs on the lines laid down by Sir Robert Hart, the adequacy of the assurance given by Prince Qing that no change would be effected to the terms of a decree which did actually constitute a new authority with undefined powers was regarded as questionable. The opinion was reiterated that a declaration in explicit terms that no change was contemplated or would be made either in letter or spirit in the status or powers of the Inspector-General or in the system on which the service has been hitherto conducted could alone restore confidence, and that nothing short of a decree could restore conditions which a decree had affected. Stress was again laid on the fact that there is involved in the measure the status of the service, a consideration more important even than the security of loans, seeing that the welfare of foreign merchants and their trade was bound up in the purity and freedom of administration which had characterized the administration of Imperial Customs in the past.

Sir E. Grey's communication to the Association of Chambers of Commerce a week ago that his Majesty's Government has been considering the best means of inducing the Chinese Government to give publicity throughout China to the assurance of the Chinese Government that the decree does not make any change in the method of administration, and that Sir Robert Hart has been authorized to circulate the verbal instructions which he has received to continue the administration of the Customs as before, was also considered.

At the close of the proceedings the following official communication was issued for publication:

The General Committee of the China Association have decided to make further strong representations to his Majesty's Government to reconsider the attitude that has been taken up in regard to the administration of the Chinese Customs.

Abbey's Effervescent Salt

Abbey's Salt, as a beverage, makes a delightfully cooling and tonic drink.

Abbey's Salt, as a medicine, aids digestion, keeps the Bowels regular, touches up the Liver and tones the Stomach.

Abbey's Salt, by making a bad Stomach good, keeps the whole system in perfect order.

Try Abbey's Salt, and you will probably regret you didn't know about it sooner.

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DOCK No. 3.

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Length on Blocks ... 714 "
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Water on Blocks at Spring Tide ... 341 "

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Extreme Length ... 523 feet.
Length on Blocks ... 513 "
Width of Entrance on Top ... 98 "
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Extreme Length ... 571 feet.
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Suitable for vessels up to 1,000 TONS. THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING, or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

THE

SHIPPING.

ARRIVALS.
BOHNE, German str., 1,344, A. Danker, 18th October—Sundakan 13th October, Timber.
—Melchers & Co.
CHUYEN, Chinese str., 1,177, C. Stewart, 18th October—Shanghai 14th Oct. General.
—Chinese.
DELLI, British str., 4,783, J. D. Andrews, 18th October—Sundakan 13th October, Timber.
—Melchers & Co.
DELTA, British str., 4,743, C. L. Daniel, 18th October—Bombay 2nd Oct. and Singapore 13th Oct. General.
—P. & O. S. N. Co.
INABA Maru, Japanese str., 3,537, Wm. Bainbridge, 18th October—Singapore 12th Oct. General.
—Nippon Yusen Kaisha.
INDRAKAWI, British str., 3,369, R. N. Hill, 18th Oct.—New York 22nd Aug. General.
—Jardine, Matheson & Co.
JOSHIN MARU, Japanese str., 702, H. Ohta, 17th Oct.—Tamsui, via Amoy and Swatow 18th October, General.
—Osaka Shosen Kaisha.
KAOSHIMA Maru, Japanese str., 4,404, P. L. Payne, 18th Oct.—Singapore 12th October, General.
—Nippon Yusen Kaisha.
POMO MARU, Japanese str., 2,169, P. Kirai, 18th October—Maji 12th October, Coal.
—Mitsui Bussan Kaisha.
PRINCE GEORGE, Norwegian barkentine, 472, A. K. Anderson, 18th Oct.—Manila 25th September, Old Iron.
—Order.
SITHONIA, German str., 6,509, Bremer, 18th Oct.—Hamburg and Singapore 13th Oct. General.
—Hamburg-Amerika Linie.
SUNGKANG, British str., 987, G. H. Pennefather, 18th Oct.—Ningbo 15th October.
—Butterfield & Swire.
ZOBORANT, British str., 2,593, John Ewan, 17th October—Christmas Island 5th Oct. General.
—Bradley & Co.

CLEARANCES.

At the Harbour Master's Office.
Oct. 18th.
Chiyen, Chinese str., for Canton.
Della, British str., for Shanghai.
Hedra, British str., for Swatow.
Ruthylen, British str., for Christmas Island.
Uniform, Norwegian str., for Shanghai.
DEPARTURES.
Oct. 18th.
HIN-TUEN, French str., for Bangkok.
EL KAWARA, French str., for Shanghai.
FLORA, British cruiser, for practice.
ERI, Norwegian str., for Bangkok.
HANGKANG, British str., for Canton.
KUKIANG, British str., for Canton.
LYDIA, German str., for Canton.
NANSHAN, British str., for Swatow.
SHANGHAI, British str., for Saigon.
TRENKACH, British str., for Canton.
TUPPACH, Dutch str., for Canton.
YUNNANG, British str., for Manila.

SHIPPING REPORTS.

The British str. *Sungking* reports: Light to moderate N.E. breeze and moderate sea.
The Japanese str. *Kagoshima* reports: Experienced gentle to moderate breeze throughout with fine weather.
The Chinese str. *Chiyen* reports: Moderate N.E. monsoon from port to Daid Island; thence to port light variable winds and fine. At 9 a.m. on the 16th inst. passed a large lighter apparently at anchor to the S.W. of Ockea Island, wind moderate N.N.E.

VESSELS IN DOCK.

Oct. 18th.
ABERDEEN DOCKS—*Sigat, Chinkai Maru*.
KOWLOON DOCKS—*Sorogon, Vigilante, Ch. Harcourt, Johanna, Francine, Fathia, Ch. Dela, Detong, Skuld, Sabre, Empress of China, Montego*.
CONVOY DOCKS—*I. F. Chapman, Hysia, Talyon*.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"TRIESTE".
Capt. Mistrorigo, will leave for the above places TO-DAY, the 19th inst. at Noon.
For Freight or Passage, apply to
SANDER WIELER & Co.,
Agents,
Hongkong, 11th October, 1906. [3]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAITAN".
Capt. J. S. Roach, will be despatched for the above ports TO-DAY, 19th inst. at Noon.
For Freight or Passage, apply to
DOUGLAS, LAIRAK & Co.,
General Managers,
Hongkong, 16th October, 1906. [1923]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
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THE Steamship
"DELLI".
Capt. J. D. Andrews, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 20th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Mongolia*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is second before departure from Hongkong. Silk and Valuable, all cargo for France, and Tea (or London, under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marmora*, due in London on 1st December.
Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 5th October, 1906. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

Sections.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DELLI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	A. W. Anderson, R.N.E.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	GLENNARY	Brit. str.	—	Houghton	McGregor Bros. & Co.	On 31st inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TOURANE	Freestr.	—	Lancelotti	Messageries Maritimes	About 15th Nov.
MARSEILLES, HAVRE, COPENHAGEN, &c.	PRINCE LUDWIG	Ger. str.	—	von Binner	Messageries & Co.	On 30th inst., at 1 p.m.
NEW YORK VIA PORTS & SUEZ CANAL	TEUTONIA	Ger. str.	k.w.	Girstenbrink	HAMBURG-AMERIKA LINIE	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 24th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	Hilchmann	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 18th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 20th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	Craglietto	HAMBURG-AMERIKA LINIE	On 30th Nov.
TRIESTE, &c., VIA MANILA, &c.	PETRONIA	Rus. str.	—	—	SANDER, WIELER & Co.	To-morrow.
ODessa	ODessa	Brit. str.	—	—	Messageries & Co.	About 10th Dec.
NEW YORK VIA PORTS & SUEZ CANAL	YEDDO	Brit. str.	—	Cowley	DODWELL & CO., LTD.	About 2nd Nov.
NEW YORK VIA PORTS & SUEZ CANAL	BEREMAR	Am. str.	1 m.	—	ARNHOLD, KARBBERG & Co.	About 19th Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	2 m.	—	SHAWAN, TOMES & Co.	About 20th Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. Co.	To-morrow, at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KASATO MARU	Jap. str.	—	W. E. C. S. Filmer	DODWELL & CO., LTD.	On 25th inst., at 4 p.m.
SOUTH AMERICAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	Holms	TOYO KISEN KAISHA	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	TAITAN	Brit. str.	1 m.	L. Dawson	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	SANDAKAN	Ger. str.	—	G. Wendig	BUTTERFIELD & SWIRE	On 12th Nov.
YOKOHAMA & KOBE	TAITAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	To-morrow, at 6 p.m.
YOKOHAMA & KOBE	SEGOWIA	Ger. str.	k.w.	E. W. Bruce	HAMBURG-AMERIKA LINIE	On 23rd inst.
YOKOHAMA & KOBE	SEGOWIA	Ger. str.	k.w.	G. W. Babot, R.N.E.	P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA & KOBE	SEGOWIA	Ger. str.	k.w.	Zwart	P. & O. S. N. Co.	About 19th inst.
JAPAN VIA SHANGHAI	TIEN-TSIN	Brit. str.	—	C. L. Daniel	JARDINE, MATHESON & Co.	Quick despatch.
SHANGHAI	DELTA	Brit. str.	—	D. Mistrorigo	P. & O. S. N. Co.	On 25th inst., at 4 p.m.
SHANGHAI	TIEN-TSIN	Brit. str.	—	Brehmer	SANDER, WIELER & Co.	About 19th inst.
SHANGHAI, KOBE & YOKOHAMA	KUKIANG	Brit. str.	1 m.	Müller	HAMBURG-AMERIKA LINIE	To-day, A.M.
SHANGHAI	HANGSANG	Brit. str.	—	Spencer Wilde	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	HANGSANG	Brit. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	On 23rd inst., Daylight.
SHANGHAI & CHINKIANG	HANGSANG	Brit. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI	YOKOHAMA	Ger. str.	—	r. Hoff	MELCHERS & Co.	On 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	H. Ohta	HAMBURG-AMERIKA LINIE	On 1st Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	J. S. Roach	MELCHERS & Co.	About 5th Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	R. Innes	USAKA SHOSHIN KAISHA	On 21st inst., Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	A. G. Smith	DOUGLAS LAFRAIK & Co.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	R. Rodger	SHAWAN, TOMES & Co.	To-day, at 5 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	J. Robinson	JARDINE, MATHESON & Co.	To-morrow, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	W. D. A. Thomas	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	P. H. Rolfe	BUTTERFIELD & SWIRE	On 23rd inst., at 3 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	—	DAVID SASSOON & Co., LTD.	On 27th inst., at 3 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co.	—

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PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, &c.	"NIKOBAR"	On or about 30th Oct.
SHANGHAI, YOKOHAMA, KOBE	"SAN DOMINGO"	On or about 5th Nov.
SHANGHAI, YOKOHAMA, KOBE	"CAMBODIA"	On or about 3rd Dec.
ODessa	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS. [1357]

Hongkong, 17th October, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	DATE OF SAILING
MANILA	"LOONGSANG"	Saturday, 20th Oct. 4 p.m.
SHANGHAI	"HANGSANG"	Tuesday, 23rd Oct. daylight.
TIEN-TSIN	"CHIHCHING"	Thursday, 25th Oct. 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 27th Oct. 5 p.m.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]

Hongkong, 18th October, 1906.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila via Amoy.	On 19th Oct., 5 p.m.
ZAFIRO	2540	R. Rodger	Manila.	On 27th Oct., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS. [15]

Hongkong, 15th October, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "BRAEMAR" ... About 20th November.
For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 9th October, 1906. [19]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "BRAEMAR" ... About 20th November.
For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 9th October, 1906. [19]

Hongkong, 9th October, 1906.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "REHENIA", "HABSBURG", "HOHENSTAUFEN", and the "SCANDIA" and "SILFRIA". The steamers are specially built for the tropics and have luxurious Passenger accommodation first-class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewards carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London-via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

DESTINATION	STEAMERS	DATE OF SAILING
REHENIA	Capt. v. Hoff	1st November
HOHENSTAUFEN	"Jaeger"	2nd December
SILFRIA	"Babel"	2nd January
SCANDIA	"v. Doehren"	1st February

NEXT SAILINGS HOMEWARD.

DESTINATION	STEAMERS	DATE OF SAILING
HABSBURG	Capt. Filler	2nd November
REHENIA	"v. Hoff"	14th December
HOHENSTAUFEN	"Jaeger"	11th January
SILFRIA	"Babel"	8th February
SCANDIA	"v. Doehren"	22nd March
HABSBURG	"Filler"	5th April

FREIGHT SERVICE.

DESTINATION	STEAMERS	DATE OF SAILING
SITHONIA	FOR SHANGHAI, KOBE & YOKOHAMA	20th October
SEGOWIA	FOR YOKOHAMA & KOBE	22nd October
REHENIA	FOR SHANGHAI, KOBE & YOKOHAMA	1st November
ANDALUSIA	FOR SHANGHAI, KOBE & YOKOHAMA	13th November

NEXT SAILINGS HOMEWARD.

DESTINATION	STEAMERS	DATE OF SAILING
HABSBURG	FOR HAVRE & HAMBURG	2nd November
TEUTONIA	FOR ANTWERP & HAMBURG	10th November
BRISGAVIA	FOR HAVRE & HAMBURG	16th November
SEGOWIA	FOR HAVRE & HAMBURG	20th November
SITHONIA	FOR HAVRE & HAMBURG	30th November

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS. [12]

Hongkong, 17th October, 1906.

NORTHERN PACIFIC RAILWAY COMPANY.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

STEAMERS	TONS.	CAPTAIN	SAILING DATE.
SHAWMUT	9,606	E. V. Roberts	On 24th October.
TREMONT	9,606	T. P. Gerlick	On 20th November.

2 Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queen's Buildings, Hongkong, 2nd Oct. er, 1906. [7]

Hongkong, 2nd Oct. er, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship
"YEDDO".
Capt. Cowley, will be despatched for the above Port on or about the 13th November.
For Freight, apply to
ARNHOLD, KARBBERG & Co.,
Agents.
Hongkong, 4th October, 1906. [1833]

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship
"MERIONETHSHIRE".
Will be despatched for the above Ports on or about the 16th November, and will be followed by the Steamship
"LINTSHIRE".
On or about the 20th November.
For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th October, 1906. [1884]

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.
Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.
Steamer Tons To Sail.
"KASATO MARU" 6,000 Middle of Dec.
Capt. W. E. C. S. Filmer.
Taking Freight and Passengers to other Western Coast Ports of South America.
The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A daily qualified Surgeon is carried board.
For further information, apply to
K. MATSUDA,
Manager,
Hongkong, 5th October, 1906. [1616]

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Hongkong, 5th October, 1906.

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K. MATSUDA,
Manager,
Hongkong, 5th October, 1906.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at MANILA, SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship
"PERSIA".
Capt. Craglietto, will be despatched as above TO-MORROW, the 20th inst.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings, Hongkong, 3rd October, 1906. [13]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE".
Capt. Helms, will be despatched for the above Ports on SATURDAY, 27th inst., at Noon.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
KOBE and YOKOHAMA	CEYLON Capt. G. W. Babot, R.N.R.	About 19th October	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 19th October	Freight and Passage.
LONDON, &c., via usual ports	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 20th October	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA Capt. A. W. Anderson, R.N.R.	About 24th October	Freight and Passage.
YOKOHAMA via SHANGHAI, HUMANTRA, MOJI and KOBE	MOJI Capt. E. W. Bruce	About 28th October	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th October, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TAIYUAN"	On 20th October.
CEBU and ILOILO	"SUNGKIANG"	On 20th October.
SHANGHAI	"KIUKIANG"	On 22nd October.
SHANGHAI and CHINKIANG	"HANGCHOW"	On 23rd October.
MANILA	"TEAN"	On 23rd October.
SHANGHAI	"YCHOW"	On 24th October.
MANILA, ZAMBANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 12th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th October, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.	LEAVING
TAMSAI via SWATOW and AMOI	"JOSHIN MARU" Capt. H. Ohta	SUNDAY, 21st Oct. at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office,
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th October, 1906.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR
MARSEILLES AND LONDON.
via COLOMBO and BOMBAY.THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON
SATURDAY, 23RD MARCH,AND IS DUE IN MARSEILLES ON THE 30TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 First and £42 Second Saloon,
TO LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
BOON	WEDNESDAY 21st November
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUIPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEIDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
ONEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at Noon, the Steamship
"PRINZ LUDWIG," Captain von Binzer, with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 22nd Oct. Cargo and
Specie will be received on Board until 5 p.m. on Tuesday, the 23rd Oct., and Parcels
will be received at the Agency's Office until Noon, on Tuesday, the 23rd Oct.

Contents of Packages are required. No Parcel Receipt will be signed for less than £2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Rates of Passage Money from Hongkong:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	281 0 0	242 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

* To NEW YORK via SUEZ
via NAPLES, GENOA OR GIBRALTAR 64 0 0 | 44 0 0 | 26 0 0 || return | 115 0 0 | 79 0 0 | 47 0 0 |
| via BREMEN OR SOUTHAMPTON | 68 0 0 | 48 0 0 | 27 0 0 |
| return | 123 0 0 | 83 0 0 | 49 0 0 |

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India, S. N. Co., from
Singapore to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from CALCUTTA to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. via NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
SANDAKAN	SATURDAY, 20th Oct.
WILLEHAD	TUESDAY, 13th Nov.
PRINZ SIGISMUND	TUESDAY, 11th Dec.

ON SATURDAY, the 20th OCTOBER, at 6 p.m., the Steamship "SANDAKAN,"
Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Rates of Passage Money from Hongkong:
1st Class 2nd Class 3rd Class 1st Class 2nd Class

To MANILA	\$50.—	\$30.—	\$20.—	return	\$80.—	\$50.—
To NEW GUINEA	\$28.—	\$18.—	\$10.—	return	\$48.—	\$27.15
To BRISBANE	\$30.—	\$20.—	\$12.—	return	\$50.—	\$28.—
To SYDNEY	\$33.—	\$23.—	\$15.—	return	\$56.10	\$31.10
To MELBOURNE	\$34.10	\$24.10	\$16.—	return	\$57.5	\$32.5
To YOKOHAMA	\$80.00	\$50.00	\$30.00	return	\$170.00	\$120.—
To KOBE	\$95.00	\$70.00	\$50.00	return	\$170.00	\$120.—
To YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00				

Through Rates of Passage Money from Hongkong: 1st Class
To EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer 237 0 0
To EUROPE via AUSTRALIA and AMERICA 96 0 0

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE	"BOON"	Wednesday, 24th Oct.
KOBE & YOKOHAMA	"WILLEHAD"	Wednesday, 24th Oct.
YOKOHAMA and KOBE	"BUELOW"	Wednesday, 7th Nov.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton	1st Class
To Bremen	82. 0 0
To Paris via Cherbourg	83. 10 0
To Naples, Genoa via Gibraltar	65. 0 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

[1905]

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF ORDER
11 days Across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration)	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TAETAR"	4,425	SATURDAY, 20th Oct.	12th Nov.
"EMPERESS OF CHINA"	6,000	THURSDAY, 25th Oct.	12th Nov.
"EMPERESS OF INDIA"	6,000	THURSDAY, 22nd Nov.	10th Dec.
"ATHENIAN"	3,852	WEDNESDAY, 28th Nov.	22nd Dec.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 20th Dec.	7th Jan.
"MONTEAGLE"	6,163	WEDNESDAY, 26 h Dec.	19th Jan.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £80; via New York £82.
Intermediate on Steamers £40, and 1st Class Railways £22.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of October	JAPAN via SHANGHAI	Second half of October
TJIPANAS	JAPAN	Second half of October	JAVA PORTS	Second half of October
TJILIWONG	JAPAN	First half of November	JAVA PORTS	First half of November
TJINAH	JAVA	First half of November	JAPAN via SHANGHAI	Second half of November
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	Second half of November

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Zerk Buildings, 1st Floor.

Hongkong, 3rd September, 1906.

[16]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR"
Captain W. D. A. Thomas, will be despatched for
the above Ports on TUESDAY, 23rd inst.,
at 3 p.m.

For Freight or Passage, apply to

DAVID SARSON & CO., LTD.,
Agents.

Hongkong, 16th October, 1906.

[1898]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENHARN"
Captain Houghton, will be despatched as above
on WEDNESDAY, the 31st inst.

For Freight, apply to

MCGREGOR BROS. & GOW.
Hongkong, 17th October, 1906.

[1938]

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service between CALCUTTA and Cape Town.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan
Ho Kong, 4th August, 1898.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS nor
THE OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessel during her
stay in Hongkong Harbour—

S. P. HITCHCOCK, American Ship, E. L. Zerk
—Arnold, Karberg & Co.
I. F. CHAPMAN, American Ship, R. Banfield—
Arnold, Karberg & Co.
EXASONI, British Ship, McBurnie—
Dodwell & Co., Ltd.

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT Co., LTD., is prepared to supply
any Quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.

Call Flag—W.
J. W. KEW,
Manager,
Hotel Mansion, 3rd Floor,
Hongkong, 8th August, 1905.

報新外中港香

CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY,
Is the oldest and still immeasurably the best
medium for Advertising among the
Native Community.

Established for nearly FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.

Terms for Advertising (Translations free) can
be obtained at the Office, 104, Des Voeux Road,
Central, Hongkong, 131, Fleet Street, London
or from the different Agents.

Documents translated from or into Chinese
or colloquial Chinese.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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SPECIAL BLEND WHISKY.

DIRECTORY **THE** **AND** **CHRONICLE**

FOR

CHINA, JAPAN, COREA, INDÓ-CHINA
SIAM, STRAITS SETTLEMENTS,
MALAY STATES. NETHERLANDS

INDIA, PHILIPPINES,
BORNEO, &c.
WITH HICKS INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1906.
THE FORTY-FOURTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

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PLAN OF KOBE AND HYOGO
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PLAN OF TSINGTAU (KIAOCHAU)
PLAN OF FOREIGN CONGREGATION, SHANGHAI
PLAN OF HONGKOW (SHANGHAI) with Inset

Showing the EXTENDED SETTLEMENT
LARGE PLAN of the CITY of VICTORIA
PLAN of NEW TERRITORY (KOWLOON)
PLAN of KOWLOON
PLAN of MANILA
PLAN of SAIGON
PLAN of SINGAPORE
PLAN of PENANG

The **CHRONICLE** covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations

Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

Great Britain.—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891.

Tibet Sikkim Convention, 1890; Burma Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.
France:—Tientsin, 1858; Convention, 1860.

Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.
United States:—Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.
Germany:—Tientsin, 1861; Peking, 1880;

Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.
United States:—Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.
Germany:—Tientsin, 1861; Peking, 1880;

Kiaochau Convention, 1898; Railway and Mining Concession, 1898.
 Japan:—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903.
 Russian:—S. Petersburg, 1881; Russian Land

Trade, 1881.
Portugal, 1888; Commercial Treaty, 1904.
FINAL PROTOCOL made between China and
Eleven Powers, 1901.

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Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a Second Departure
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HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
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Great Britain, 1894; Duties Convention 1895;
Russia, Agreements as to Corea; United
States, Extradition Treaty, 1886; Great
Britain (Alliance) 1905; Russia (Peace

Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1899.	<p>TREATIES WITH SIAM</p> <p>Banks—</p> <p>Hongkong & Shanghai</p> <p>National Bank of China</p>	<p>\$125</p> <p>\$120, buyers</p> <p>\$810, sales</p> <p>London, £95.10</p>
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China, Japan, Siam, Corea.	China Provident	\$10	\$9.75, sellers
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Revised Regulations for the Construction of	Etc.....	Tls. 53	Tls. 75, buyers
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Penwick & Co., Geo...	\$25	\$22.
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and improved in every way, the price in silver is now greatly below the equivalent of £1 5s, at which it was originally published.

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